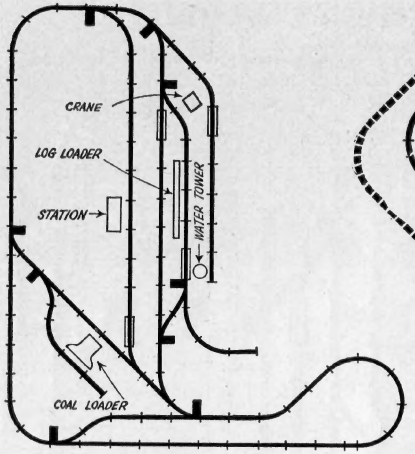

Figure 68

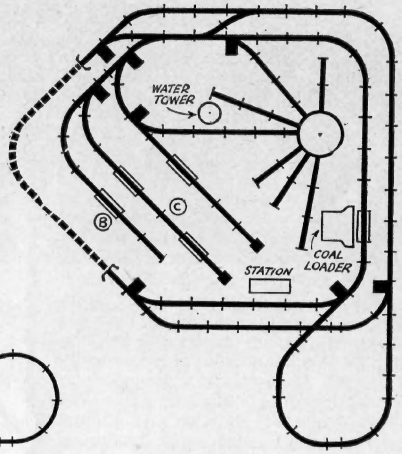

Figure 69

Figure 69 presents the most interesting possibilities for freight handling and future expansion. The three sidings in the center can be graded for "hump" classification yards. The track shown dotted at the left indicates that it is beneath a mountain. Space needed: 140" by 120".

These drawings, except Fig. 67, do not indicate any grading of track beds. This feature has been omitted because grading will be greatly influenced by the location of your layout. However, as mentioned before, you will definitely want to have varying levels of roadbeds to make full use of the climbing power of your locomotive, equipped with "Magne-Traction".

Figure 70, below, is a double track main line with a crossover A and B on either end and a reversing loop C. Complete yards are in the center and industrial sidings are at point D.

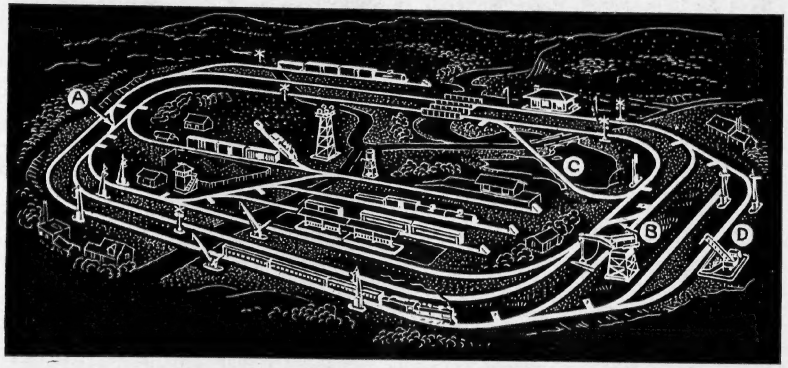

Figure 70

"O" AND "072" LAYOUTS

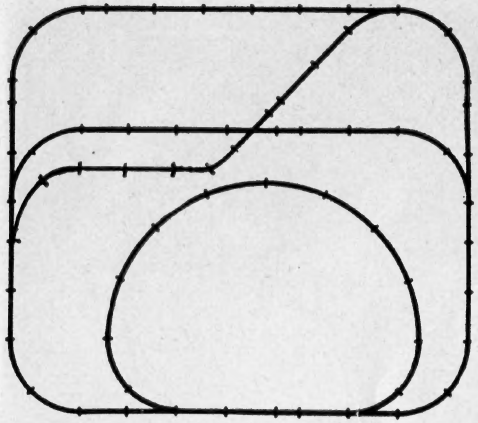

Figure 71 at left shows what can be done by using both "O" and "072" track. You can start with a simple rectangle of "O" track. Inner rectangle with crossover and "072"' oval can be added later. Space: 96" x 85*.

The return of "072" wide-radius curved track sections is a boon to model railroaders throughout the country. An almost unlimited variety of layouts can be accomplished through the mixture of "O" track and "072" curved sections.

As illustrated in Figure 25 on page 15, "O" and "072" track have the same gauge, *i.e.*, distance between running rails, but an "072" circle measures nearly 74 inches across, while an "O" track circle is only 31 inches.

The wide-radius curves afforded by the use of "072" track add a great deal of realism to model operation by allowing trains to round curves more gracefully at high speeds. It is definitely preferable on curves where a grade is involved. Just as in real-life railroads, the long, slow curve at the bottom of an incline permits the locomotive to pick up traction much more easily.

The "O" track curved section still plays a vital part in the model layout. Its use prevents the layout from spreading out too much. It is usually a better choice for sidings and yards.

Figure 72 (below) shows an interesting combination of the two types of curved track. Layout has two places for reversing the direction of the trains, one in the wye at lower right and the other in the "run-around" in the sidings in the center. Two end loops can later be joined at the top by a long run of straight track. Space: 221" by 74".

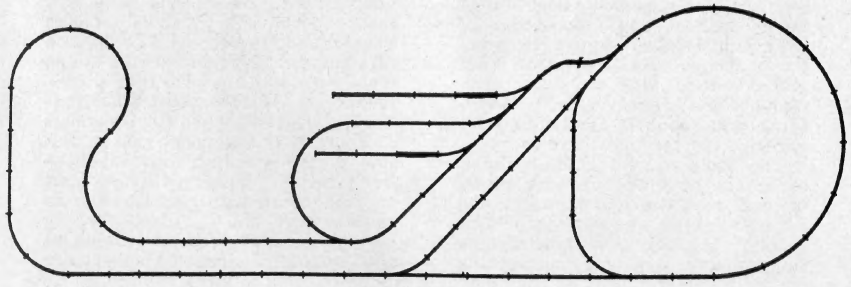

Figure 72